

The China Mail.

Established February, 1845.

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號十三月九十九十八八千一英

HONGKONG, MONDAY, SEPTEMBER 30, 1889.

日六初月九日正

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Aigle, 11 & 12, Clement's Lane, Lombard Street; E. C. George Street & Co., 30, Cornhill; GORDON & GORCH, Ludgate Circus; E.C. BATES & CO., 37, Walbrook; E.C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street; W. M. WILLY, 151, Cannon Street; E.C. ROBERT WATSON, 150, Fleet Street.
PARIS AND EUROPE.—AMERIQUE FRANCE, 36, Rue Lafayette, Paris.
NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.
SAN FRANCISCO and AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUNN, MELBOURNE and Sydney.
GEORGE W. M. SAWYER & CO., THE AMERICAN CO., Colombo.
SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore; G. H. KINSEY & CO., Manila.
CHINA.—HOGG, F. A. de CLOUET, Newton Quay & Co., Amoy; N. MOULLE, Poochow; HEDGE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, YOKOHAMA; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE LIABILITY OF PRO¹ \$7,500,000
PROFIT, \$1,000,000

COURT OF DIRECTORS.
Chairman, W. H. RODDES, Esq.
W. G. BODDIE, Esq.; S. C. MICHAELSEN,
T. E. DAWSON, Esq.
J. F. HOLLOWAY, Esq.
Hon. J. J. KENNEDY, Esq.
Hon. B. LATTON, Esq.
E. A. SOLOMON, Esq.

Chief Manager, G. E. NOBLE, Esq.
Shanghai, JOHN WALTER, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial cities in Europe, India, Australia, America, China and Japan.
G. E. NOBLE,
Chief Manager.
Hongkong, August 24, 1889. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2.—Sums less than \$1, or more than \$250 at one time, will not be received. No depositor may deposit more than \$2,500 in any one year.
3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked on Hongkong Savings' Bank Books forwarded free by the various Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
Hongkong, January 1, 1889. 754

Notice of Film.

WA TSZ VAT PO,
華字日報
CHINESE MAIL.

THE present LEASE of the Chinese Mail EXPIRED on the 31st ultimo, after which date the INTEREST of the present LESSEE (Mr. Ho Chung Shang) entirely CHANGED. The BUSINESS is now conducted by a MOST EFFICIENT NATIVE STAFF, and Arrangements have been made which cannot fail to make the Paper in EVERY SENSE A FIRST-CLASS JOURNAL.
GEO. MUEBRA BAIN,
Proprietor.
CHINA MAIL Office,
September 1, 1889.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates, NORTON & CO., Agents.
To be had at Messrs. LANE, CRAWFORD & CO.; Messrs. KELLY & WALSH; and Messrs. W. BROWN & CO., August 14, 1889.

Hongkong, July 15, 1889. 1340

Intimations.



NOTIFICATION.

HONGKONG VOLUNTEER ARTILLERY.

I. The DRILL SEASON of the above Corps will commence on the 1st OCTOBER.

II. Surgeon CANTILLES will attend at Head-quarters every FRIDAY EVENING, at 6 o'clock, to inspect any GENTLEMEN within.

III. Intending MEMBERS, on passing MEDICAL EXAMINATION, will be enrolled and passed on to our DRILL AT ONCE.

IV. Any one who has previously been an offi-cial Member of a Volunteer Corps will not be required to drill until November, but it will be to the advantage of all such NEW MEMBERS to ENROLL as early as possible.

V. Expresses of Drill &c. will be issued later on.

By Order,
H. T. HAWKINS, Captain, R.A.
Adjutant Hongkong Volt. Artillery.

HEAD QUARTERS,
Hongkong, September 26, 1889. 1869

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,200,000

Board of Directors:

HON. J. J. KESWICK, CHAIRMAN, Managing Director;
HON. C. P. CHATER, Vice-Chairman, Director;

E. A. SOLOMON, Esq.

J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.

G. E. NOBLE, Esq.

LEE SING, Esq.

POON PONG, Esq.

Bankers:

HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED OR MORTGAGE, on LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1889. 844

S H O O T I N G G A L L E R Y ,

AT No. 35, WELLINGTON STREET,

under the UNION CLUB.

Opened from 10 a.m. to 1 p.m., and from 3 to 12 p.m.

Hongkong, September 9, 1889. 1746

W I N D S O R H O U S E ,

HONGKONG.

No. 8, Queen's Road Central.

PRIVATE BOARD AND RESIDENCE,

AND FAMILY HOTEL.

This ESTABLISHMENT is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well FURNISHED BED ROOMS with all comfort. A Good Table kept.

TABLE D'HÔTE.—Breakfast, 8.30 a.m.; Tea, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGE SPOKEN.

Mrs. BOHM,

Proprietress.

Hongkong, August 30, 1889. 1882

D E N T I S T R Y .

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(FORMERLY APPRENTICE AND LATELLY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European

and American patients and friends,

has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

One Address.

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1889.

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

PAGE, 150.

FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & CO.; Messrs. KELLY & WALSH; and Messrs. W. BROWN & CO.,

August 14, 1889. 1469

Hongkong, August 25, 1889. 1468

Hongkong, September 1, 1889. 1469

Business Notices.

LANE, CRAWFORD & CO.

(+)

FOR SALE.

(-)

LETTS'S

D A I R I E S

FOR

1890.

LANE, CRAWFORD & CO.

Hongkong, September 18, 1889.

Business Notices.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

1889—AUTUMN—1889

NOVELTIES

SPECIAL SHOW

NOVELTIES

SPECIAL SHOW IN ALL DEPARTMENTS.

THE HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, September 26, 1889.

Shipping.

Steamers.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship

Bombay, Captain F. SPILLER, will

leave for the above places on FRIDAY, the 11th October, at Daylight.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 23, 1889. 1880

STEAM TO LONDON (DIRECT).

Calling at INTERMEDIATE PORTS.

The P. & O. S. N. Co.'s Steamship

Bombay, Captain E. B. BAXON, will

leave for the above places on TUESDAY, the 15th October. The Vessel is discon-

nected from the Mail Services, and has ex-

clusive accommodation for through PASSENGERS (First Class only) at reduced rates.

Electric Light, Deck Cabins. Surgeon carried, &c.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 21, 1889. 1889

To-day's Advertisements.

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To-day's Advertisements.

THE SHARK LINE closes after the arrival of the steamer "Gloria" from YOKOHAMA.

THE HONGKAY LIME AND CEMENT WORKS, LIMITED.

To be incorporated under the Company's Ordinances. 1864-186.

CAPITAL \$25,000
DIVIDED INTO 50,000 SHARES OF \$5 EACH,

Payable \$1 on Application, \$1 on a month's Notice. One half of the Share is held by the Directors and their friends and will be allotted in full; the remainder is now offered for Public Subscription in Tonkin and Hong-kong.

The following is Mr. HAYLLAR's Report on the Property to be purchased by the Company:—
26th September, 1880.
To the Directors of the HONGKAY LIME AND CEMENT WORKS, LIMITED.
GENTLEMEN.—I beg to hand you my report on the proposed cement works at Hongkay.

The original concession was 500 metres (1,640 ft.) long and 500 metres (1,640 ft.) wide; of this the owner proposes to sell your company a piece 300 metres (984 ft.) long and 500 metres (1,640 ft.) wide, giving an area of nearly 150,000 square metres (1,514,580 square feet), of fairly level ground, with Kilns, Engine, Mill, Sheds, and all materials, reserving to himself the remainder.

The site is very well situated, with a sea frontage of 984 ft., at the North end of Hongay Bay, opposite to the wharf of the Charbonnages du Tonkin. This bay is beautifully sheltered from all winds, has a good anchorage, and is deep enough for large steamers.

There is a plentiful supply of good and fresh water on the site, and further permission has been granted to construct a small dam and convert a valley to the North of the lot into a fresh-water reservoir.

The cement is an artificial cement and is a heavy slow-setting one, such as Portland cement, which it closely resembles; it is of a good colour and weighs 420 lbs. to the ton. The tensile strain is high and the cement has already been extensively used in Hienghong for floors, concrete, bricks, pilasters, etc., and is giving every satisfaction, but as yet it has been only turned out in a very small quantity owing to lack of machinery, nor in such good quality as it is possible to make it, although during the last year improvements have taken place in the cement both in colour, tensile strength, and weight. With good machinery, proper and continuous supervision, I am convinced you will be able to turn out a very superior hydraulic cement, equal in every respect to the best Portland, and with the very great advantages you enjoy of good and easy transport, cheap labour, the close proximity of a good supply of coal, limestone & clay, and a plentiful supply of water, you ought to turn it out at an exceptionally low rate.

The Clay to be got from the banks of the river, the Limestone from the Limestone Island, &c., which borders the Bay; there is an abundant supply of both of these materials, which are of very good quality and very similar in their chemical constituents to the clays and limestone used in the best cement works in England, i.e. the Portland, Midway, and Thames Cement Companies.

The Coal required is also close at hand and after careful examination I find the Coal of the District eminently adapted to the burning of Cement.

The existing Machinery will have to be removed, but it can be used for the manufacture of Bricks, and Nov. Kline, Engines, and Machinery will have to be erected, also a Pier of about 100 feet long to allow Steam launches to discharge easily.

I calculate the cost of existing buildings and materials at the site at \$12,000, but details of tests I am now making and the cost of erection of New Machinery I will forward you in a day or two.

Herewith Analysis of Three Cements and a Hydraulics Lime showing comparative constituents of the Clay and Lime used in England and at Hongay.

Portland Cement Hongay Hydraulic Light Cement Lime
Carbonate of 72.00 71.55 74.00 84.00
Lime 10.00 10.00 10.00 10.00
Carbonate of Magnesia 0.80 0.80 traces 16.00
Organic Matter traces 0.80 1.80 0.00
Alumina 2.70 3.00 4.20 traces
Ferric Oxide 2.20 4.00 1.00
Silica 15.80 21.10 14.00 0.00
Alkalies 1.00 traces traces 0.00
H. F. HAYLLAR, C.E.

Applications for Shares must be made on the printed forms, and forwarded to the Bankers, THE NEW ORIENTAL BANK CORPORATION, LIMITED, (where share forms may be obtained) together with the amount payable on application.

Hongkay, September 30, 1880.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIQUE PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.L.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 27th day of October, 1880, at 10 a.m., the Company's Steamer "NECKAR," Captain Späfer, with MALES, PASSENGERS, SPECIE, and CARGO, will leave the port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m., cargo will be received on board until 1 p.m.; parcels and Parcels until 10 a.m. on the 26th October. (Parcels are not to be sent on board; they must be sent at the Agent's Office.) Contours and value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkay, September 30, 1880.

CHINESE IMPERIAL GOVERNMENT 7 PER CENT. LOAN (E) OF 1880.

SIXTH DRAWING.

INTEREST DUE and DRAWN BONDS of this LOAN will be Payable at the Office of the Corporation on and after the 30th Instant.

Lists of DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKAY BANKING CORPORATION,

Agents Issuing the Loan,

G. E. NOBLE, Chief Manager.

Hongkay, September 30, 1880.

THE STRAITS INSURANCE COMPANY, LIMITED.

A N INTERIM DIVIDEND of 5 1/2 per cent. of the Half Year ending 30th June, 1880, has been declared by the Board of Directors, and DIVIDEND WARRANTS will be issued on 1st October, at the HEAD OFFICE of the Company.

ROBT. BAIRD, Agent.

Hongkay, September 30, 1880.

HONGKAY RIFLE ASSOCIATION.

FAKI CUP.

SEVEN SHOTS at 200 Yards. Position Standing. SEVEN SHOTS at 300 Yards. Position Sitting or kneeling. To be won 3 times before becoming any Member's absolute property. Winners to be penalized 5 points after winning it once, and 7 points after winning it twice.

The Third COMPETITION will take place NEXT SATURDAY, 5th day of October, at 4.15 p.m. Intending Competitors must send me 30 Cents Entrance Fee, not later than 5 p.m. next Friday, 4th day of October.

A. SHELTON HOOOPER, Hon. Secretary.

Hongkay, September 30, 1880.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship "Nameo" will be despatched for the above Ports on WEDNESDAY, the 2nd October, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkay, September 30, 1880.

STEAM TO SHANGAI.

The P. & O. S. N. Co.'s Steamship "Preston," Captain L. H. Moule, will leave for the above place at WEDNESDAY, the 2nd October, at Daylight.

E. L. WOODIN, Supervisor, Ltd.

P. & O. S. N. Co.'s Office, Hongkay, September 30, 1880.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "Albany," Captain E. PORTER, Commander, will be despatched for the above Port on FRIDAY, the 4th October, at 4 p.m.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkay, September 30, 1880.

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship "Glorynayevsky" will be despatched for the above Ports on the 6th Proximo. This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongkay, September 30, 1880.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAJ.

HAVING connection with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLOO. Taking cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship "Bisagno," Captain VALLE, will be despatched as above on MONDAY, the 7th October, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkay, September 30, 1880.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

The Co.'s Steamship "Ningchow," Capt. W. DUNN, Commander, will be despatched as above on or about the 9th Proximo.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents.

Hongkay, September 30, 1880.

THE GIBB LINE OF STEAMERS.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE. (Taking through cargo for ADELAIDE, TASMANIA and NEW ZEALAND.)

The British Steamship "Afghan," Capt. Golding, will be despatched as above on THURSDAY, the 10th Proximo, at 4 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Managers.

Hongkay, September 30, 1880.

THE SHARK LINE.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.L.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 27th day of October, 1880, at 10 a.m., the Company's Steamer "NECKAR," Captain Späfer, with MALES, PASSENGERS, SPECIE, and CARGO, will leave the port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m., cargo will be received on board until 1 p.m.; parcels and Parcels until 10 a.m. on the 26th October. (Parcels are not to be sent on board; they must be sent at the Agent's Office.) Contours and value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & CO., Agents.

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Shipping Orders will

We are pleased to learn that H.I.M. the Emperor of Austria-Hungary has conferred the high distinction of the Order of the Iron Crown on Mr Joseph Hass, Consul-General for those countries at Shanghai. Mr Peterman of the Great Northern Telegraph Company has received the honour of knighthood of the order of Franz Joseph.—*N.C. Daily News.*

One of the latest novelties in the application of electricity, says *Nature*, consists of an electric 'reading-lamp,' which is being fitted to the carriages on the main line of the South-Eastern Railway. It is on the principle of the 'pig's penny' in the slot automatic machines. The apparatus is situated immediately over the passenger's head, and under the rack, and is contained in a small box 6 inches by 3. The light is of incandescent power, and is obtained by the deduction of a penny at the top of the box, and will burn for half an hour, extinguishing itself at the end of that time automatically.

The lamp is designed for an indefinite period, a penny every half hour will suffice. The light can be extinguished at any moment by means of a second button provided for the purpose. One of the special features of the invention is that if the instrument is out of order the penny is not lost, as it is in the present machines. It drops right through and comes out at the bottom of the box, so that it can be recovered, and the same result happens in the case of any coin other than a penny. Each carriage is fitted with an accumulator which supplies the electricity.

The trial reports which have appeared in the Select Committee on the Post Office Bills (says the London correspondent of the *Northern Echo*) omit record of a little incident which members of the Committee are chattering over. One of the witnesses called on behalf of the London County Council, desiring to impress upon the Committee that the Post Office and the Treasury were in league to defraud the citizens of London of their just rights, described the daring reporter in question drove up to Newsham House in a smart turnout, and asked to see the judge on important business. The servant, imagining that the visitor was some distinguished gentleman from London, brought him in, and enquired of the master whether his lordship was on the first floor. With a coolness equal to that of our Yankee friend, Mr Jefferson Brick, the stranger, without any more ado, proceeded to mount the stairs to 'board the British. Now in his den.' But before he got to the top the awful figure of the judge himself confronted him, and thereupon the following colloquy is reported to have taken place:—'Well, sir, what do you want?' 'Reporter: Well, I guess I want to ask your lordship a few questions with reference to this Maybrick affair, which you alone can answer.' The judge made a mighty effort to smother his swelling wrath. He succeeded in doing so at last, and then with a terrible musing in his words, he said, 'There is the door.' And at the same moment he turned to the servant, and laconically added, 'Ask that he leaves by it.' The would-be interviewer, grasping the situation in a moment, retired discomfited from the scene. I am afraid that Mr Justice Stephen will regard this cheeky attempt to interview him as another Liverpool outrage on the dignity of his office.

The Chemulpo Correspondent of the Shanghai Mercury writing on the 15th, says:—A Japanese gunboat is now surveying the Ping Yang river and its approaches. Ping Yang will probably be opened by the spring of next year. A Statesman's Year Book has been published in Tokio, and it will appear in English next spring. It is a very useful work.

A Rumour is being circulated, says an American exchange, that the Japanese residents in the Hawaiian Islands, who have hitherto been classed with the Chinese and excluded from participation in the legislative rights, must be placed on the same footing as the citizens of other countries. Unless this is done, it is said that all the Japanese in the islands will be regarded as vagrants, and we believe no one will hire him more than His Excellency the Governor.

THE FUNERAL.

The funeral took place this morning, the cortège leaving the house of the deceased at 7.45. It was not a public funeral, and although there was a large number of people present representative of all classes of the community, the crowd would undoubtedly have been much larger had the time fixed for the sad ceremony been more widely known in the colony. The party who followed the coffin from the house of the deceased were largely increased by the people who joined them at the Monument, which was passed at a quarter to nine. Among the cortège were:—

Mr. Wodehouse—Is it not the duty of the Department to tell the occupants it is not safe for the people to live there?

Mr Cooper—No, it is only the duty of the department to see the building is properly shored up to prevent danger to the public.

It appears, however, to be agreed, even by the bukers, that the present financial facilities of Singapore are too limited.

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an enormous amount of capital, a policeman passes the door, and the head and arms have been severed from the body by the official abraham.

The surgical testimony adduced by the coroner, and the report of the medical officer, will be submitted to the Government.

At the same time he warned the landlord of the houses that the houses were not considered habitable and ought to be repaired by his tenants. He found that the four deaths had been caused by the fall of the cookhouses in question.

The Liverpool Post contains the following communication:—We have all heard of the audacity of the Yankees, and of the astounding conduct which he displays when on the warpath. But few could have imagined that this genius would have tried on his American bounces with a distinguished member of the English Judicial Bench. But, if we are correctly informed, a reporter from an American print actually made a desperate attempt to interview the Hon. Sir James Fitzjames Stephen on the Maybrick verdict. The story goes—and it is an open secret about town—that on Sunday last the daring reporter in question drove up to Newsham House in a smart turnout, and asked to see the judge on important business. The servant, imagining that the visitor was some distinguished gentleman from London, brought him in, and enquired of the master whether his lordship was on the first floor. With a coolness equal to that of our Yankee friend, Mr Jefferson Brick, the stranger, without any more ado, proceeded to mount the stairs to 'board the British. Now in his den.' But before he got to the top the awful figure of the judge himself confronted him, and thereupon the following colloquy is reported to have taken place:—'Well, sir, what do you want?' 'Reporter: Well, I guess I want to ask your lordship a few questions with reference to this Maybrick affair, which you alone can answer.' The judge made a mighty effort to smother his swelling wrath. He succeeded in doing so at last, and then with a terrible musing in his words, he said, 'There is the door.' And at the same moment he turned to the servant, and laconically added, 'Ask that he leaves by it.'

The would-be interviewer, grasping the situation in a moment, retired discomfited from the scene.

I am afraid that there was a mistake somewhere, but he was evidently in search of information.

The colony of Victoria seems to be remarkably rich in diverse religions. According to the elaborate *Statistical Register* just issued by the Colonial Government, there are 150 different sects and denominations in a population of a million, not to mention persons 'unspecified,' or 'of no religion,' or who objected to state their religious belief. The list is a curious one, and it seems to show that there is a good deal of religious, anti-religious, and irreligious zeal in Australia. It includes some forty Protestant sects, besides the Episcopalian, the Presbyterians, and the Methodists, about 200,000 Orthodox, and a few members of the Greek Church. There are Sandemanians, several Second Adventists, one representative of the Sankeyites, the Roman Catholics, the Huguenots, the Walloons, the Reformed Church of Holland, the Miltitzers, the Walkrites, the Borrites, and the Monomites. Among those who do not belong to any recognized religious community are Pantheists, Theosophists, 'Saved Sinners,' and Humanitarians. One gentleman and his wife returned themselves as 'Silent Admirers,' another couple as Fatalists; four other persons call themselves Students of Philosophy, and six people candidly and succinctly described their religion in the census papers as 'A. S. d.'

The discussion which has gone on in the Times on the question raised by Sir George Campbell, as to the subsidy given by our Government to the Western mail route to the East, has turned out to the advantage of the Peninsular and Oriental Company, in so far as it has demonstrated pretty clearly that in speed and convenience it will be able to maintain its footing against the rival Pacific route. Many years must elapse before the arrangements by the Western mail can be completed enough to offer any real competition to the established traffic of the great Eastern Company. Whether it becomes a question of time, the P. & O. directors will no doubt be able to increase the speed of their service; and meanwhile, as Sir G. Boden-Powell has pointed out, the volume of traffic may be expected to increase in a ratio ample enough to provide even a work for both lines. It is clear that the main object of the subsidy is not to stimulate a shorter mail service to Japan and China. The military and naval advantages to be gained by establishment of an alternative line have outweighed all other considerations, and for that reason have met with general approval. That Sir George Campbell looks upon the suggestion of these advantages as 'an absurdity' is rather on the wrong side. Having regard to the spirit and enterprise with which the P. & O. Company conducts business, we do not doubt that in the competition of the future, it will be able to hold its own as triumphantly as it has done in the past.—*Overland Mail.*

Who was it that predicted that in fifteen years the business of this great country (U.S.) would be consolidated in a few trusts, and that the social system would then consist of a few families of enormous wealth, a middle class of lackeys, and a great laboring class?—The people in America are there any serious likelihood of such a revolution in fifteen or twice fifteen years? It is an obvious fact that in spite of public sentiment, and much legislation, trusts are multiplying alarmingly and enlarging their scope and influence, and all legislation hitherto formulated against them appears ineffectual. Indeed, all the Acts hitherto passed seem defective in some respects. The Kansas law, for example, prohibits combinations tending to 'advantage, reduce or control' price or cost to producer or consumer. The Texas law is drawn with equal looseness, and that of Iowa is by no means well formulated, while the Missouri enactment, although better in form, does not appear to possess any force for trust makers. The National Lead Trust having recently made fresh headway in St. Louis, and a plug tobacco trust being now in process of formation there. Is it possible that the trust magnate has shrewd lawyers so to formulate anti-trust legislation that it must prove ineffectual? The sterner, clearer and most coherent bill of the kind yet formulated is that just passed by the Michigan Senate, and which is pretty certain to pass the House also. It was framed by Judge Christian, and is a model for such legislation. What is the use of anti-trust laws if the smart lawyers, whom these trusts' immense resources are prompt to hire, can 'drive a coach and six through them!—*World*.

The Chemulpo Correspondent of the Shanghai Mercury writing on the 15th, says:—A Japanese gunboat is now surveying the Ping Yang river and its approaches. Ping Yang will probably be opened by the spring of next year. A Statesman's Year Book has been published in Tokio, and it will appear in English next spring. It is a very useful work.

A Rumour is being circulated, says an American exchange, that the Japanese residents in the Hawaiian Islands, who have hitherto been classed with the Chinese and excluded from participation in the legislative rights, must be placed on the same footing as the citizens of other countries. Unless this is done, it is said that all the Japanese in the islands will be regarded as vagrants, and we believe no one will hire him more than His Excellency the Governor.

The following may perhaps interest our sanitary authorities:—Mr Ritchie, replying to Sir S. Northcote, (in the House of Commons) said he had communicated with the vestry of St. George's, Hanover Square, in reference to an outbreak of fever in the West End of London, and especially in that parish, and they and the London County Council had arranged to have a constant staff of men to fumish the main

which position he held till 1883. After

the arrival of Sir George Bowen he was made Registrar General, and during the two periods that Governor was on leave again acted as Colonial Secretary. On the retirement of Sir William Marish in 1887, he was appointed Colonial Secretary, one of the most popular appointments made by the Colonial Office. He knowledge of the Chinese language and the Chinese character, and his long experience in the Colony made him an invaluable counsellor, and we believe no one will hire him more than His Excellency the Governor.

THE FUNERAL.

The funeral took place this morning, the cortège leaving the house of the deceased at 7.45. It was not a public funeral, and although there was a large number of people present representative of all classes of the community, the crowd would undoubtedly have been much larger had the time fixed for the sad ceremony been more widely known in the colony. The party who followed the coffin from the house of the deceased were largely increased by the people who joined them at the Monument, which was passed at a quarter to nine. Among the cortège were:—

Mr. Wodehouse—Is it not the duty of the Department to tell the occupants it is not safe for the people to live there?

Mr Cooper—No, it is only the duty of the department to see the building is properly shored up to prevent danger to the public.

It appears, however, to be agreed, even by the bukers, that the present financial facilities of Singapore are too limited.

The banks here are mostly branches, and the head-offices do not appear to desire that they shall lend as much money as might be safely lent outside of the routine of exchange. We believe that the banks

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The surgical testimony adduced by the coroner, and the report of the medical officer, will be submitted to the Government.

At the same time he warned the landlord of the houses that the houses were not considered habitable and ought to be repaired by his tenants. He found that the four deaths had been caused by the fall of the cookhouses in question.

HONGKONG RIFLE ASSOCIATION.

THE KWOK KWAN YEEN CHALLENGE CUPS—SECOND STAGE.

The second stage competition for the Kwok Kwan Yeen Challenge Cups took place on Saturday with the following result:

Name. Rifle. Pts. Add. Pts. Add. Pts. Add. Pts. Add. Pts. Add. Pts. Add.

M. E. Howell...M.H. 112 51 43 49 260 30 290

Mr F. Collins...M.H. 102 45 44 30 260

Mr E. L. Woodin...M.H. 116 60 34 22 250 30 254

Mr J. Anderson...M.H. 112 46 41 29 210 30 248

Mr W. H. Bondfield...M.H. 102 46 41 29 210 30 248

Mr D. R. Broadhead...M.H. 79 26 23 20 170 30 231

Mr C. Ford...M.H. 95 44 29 30 197 30 227

Mr M. Smith...M.H. 73 22 23 17 170 30 214

Mr F. V. Cross...M.H. 79 22 23 17 170 30 214

Mr Howell holds the first prize with a total of 290 points against Mr Ford's winning score last month. Mr Collins retains the second prize with a total of 270 points against Lieut. Carlyle's 261 in the first competition. The shooting on Saturday was very indifferent throughout.

RAILWAY MATTERS IN THE NORTH.

We are informed upon excellent authority that the work of extending the Tointain railway towards the Capital will be actively begun in the coming winter, and that the undertaking, in accordance with the expressed wish of the Emperor, will be pushed forward as rapidly as possible. A beginning will be made as soon as a quantity of plant which has been ordered in Europe arrives, but it will not be allowed to interfere with the execution of the Hankow-Peking line, in connection with which, we believe, Li Hung Chang will have most of the financing to do.

There is every reason to believe that the Chinese who were present to pay a last tribute of respect to the departed were as numerous as the mourners, and their demeanour, as the reports, were deeply affected by the loss of a firm and faithful friend. A meeting was held about fifty European Police under Inspectors Corcoran, Mackay, and Stanton, and a body of prison warders formed the rear of the cortège. H. E. the Governor walked immediately behind the coffin as it was carried to the grave, and along with his Excellency was Mr J. M. Gutierrez. The coffin, which was covered with floral wreaths sent by many friends of the deceased among all classes and nationalities embraced in the community, was first taken to the mortuary chapel, where a short service was conducted by Bishop Burdon, assisted by the Rev. W. Jennings, Colonial Chaplain. It was then carried to a grave in the upper part of the burying-ground, where after the final rites had been performed the remains were reverently deposited in their last resting place.

DEATH OF DR. STEWART.

The Hon. Frederick Stewart, LL.D., Colonial Secretary of Hongkong, died yesterday afternoon. The news of his death came as a shock to the community, for few knew he was ill. It was only on Monday last that he handed over the ruins of Government on the return of the Governor to the Colony, going on board the steamer to receive His Excellency. On the same day, however, he became very ill in his office, and had to go home. On medical assistance being called, it was discovered that he was suffering from pneumonia. Dr Jordan and Atkins did all they could to bring the patient round, but the disease attacked both lungs and their efforts were unavailing.

On Saturday night Dr Stewart's condition became serious, and one of the nurses of the Civil Hospital was in attendance on him all night. Yesterday he gradually sank and breathed his last at 1.10 p.m. Mr F. H. May (Private Secretary to the Governor and Acting Assistant Colonial Secretary) and Mr A. Seth, Clerk of Council, who arrived at the house shortly after 9 a.m., were present when he died.

The death of Dr. Stewart is lamented by all classes of the community. There never was an official whom the Chinese honoured and esteemed more, and, among Europeans, although he kept aloof from Society, he won the love and respect of all who knew him. He received all who came to him, of whatever class, in the kindly, courteous manner. He was the most unselfish of all the officials we have known. The assumed dignity and pompos of the Red Tape Officers were unknown to him. He did his work well and conscientiously, with as little demonstration as possible, was his object in life.

(Continued.)

And he goes down suddenly cut off! The nobly-minded, stanch friends to the Chinese, who were so fond of him, will be sorely missed. No mean self-seeker, he, nor one who prided himself on the world's applause; Yet many an act of duty nobly done.

And kindly dead, now lies closed his bier; And like a hand of golden light, his life Shines on the page of this old history. X.

IN MEMORIAM.

FRANCIS STEWART.

Mr Wodehouse held an inquiry this afternoon into the circumstances connected with the fall of two houses at Upper Station Street on the 20th inst., in connection with the fire of Nov. 22 and 24, which occurred in the upper part of the street. The houses were joined and of the usual Chinese construction.

They consist of a large room in the front partitioned off in smaller rooms, with cookhouses at the back on each floor. The rear wall had fallen nearly from top to bottom. The outer wall formed the back wall of the house and the front wall of the cookhouses. The back wall of the cookhouses and a portion of the party wall between the two houses had fallen out. The side walls from top to bottom were left standing; apparently the floors collapsed first and brought the back wall down with them. These two houses form part of a row of six houses, apparently all similarly built. I think one of the upper floors must have given way first; I don't know in which of the houses, but whichever it was, it had come down and the ends appeared to be very much decayed. The timbering was rotten joints of China fir and about six inches in diameter. For about a foot at the ends of the timbers the diameter was reduced to three inches. I did not see

any of the flooring planks. I did not look for them particularly. I examined the bricks. They are Canton blue bricks of the usual quality. The mortar used was of sufficiently good quality. There was little binding in the brickwork, but not less than is common in Chinese buildings.

I did not notice any particular faulty construction. The joints in my opinion are not as much for more money as for permission to retain what they have got. They want to be allowed to retain (by renewal of promissory note) the sum as the banks may have to that extent charged to the public.

Probably the pitch of the master lies in the rate of exchange between Singapore and India, which is even higher than when the Chitties remitted.

It is probable that a compromise may be arrived at, and that the Chitties may get such facilities as are at present required on their undertaking to draw money from India; but they are not in the least likely to get a reduction of interest for which they are pressing, apparently for no reason except that such a reduction would alleviate the loss they will incur by drawing on India.

It appears, however, to be agreed, even by the bukers, that the present financial facilities of Singapore are too limited.

The banks here are mostly branches, and the head-offices do not appear to desire that they shall lend as much money as might be safely lent outside of the routine of exchange.

It is probable that a reduction of interest will be granted to the Chitties.

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On the other hand, the Chitties' present demands are not as much for more money as for permission to retain what they have got.

They want to

Mails.

MAILS.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE,

PLYMOUTH AND LONDON:

ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargos can be taken on through Bills
of Lading for RAVANIA, PERSIAN
GULF PORTS, MARSEILLES,
TRISTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THIS PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SUTLEJ*, Captain W. D. Worcestre, with Her Majesty's Mail, will be despatched from this for LONDON direct, via COLOMBO and SUEZ CANAL, calling at MARSEILLES, and usual Ports of call, on WEDNESDAY, the 9th October, at Noon. Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Parcages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further details of insuring their baggage, do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MANCHESTER.

E. L. WOODEN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 26, 1889. 1860

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN-PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THIS British Steamship *PARTHIA*, 3,127 Tons Register, WALLACE, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 10th October, at Noon.

To be followed by the S.S. *BATAVIA*, on 24th October, and S.S. *ABYSSINIA*, on the 7th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria (Mar.) \$210.00
To all common points in China \$275.00

To Liverpool 320.00
To London 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 9th October.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, September 27, 1889. 1878

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched from San Francisco, via Yokohama, on THURSDAY, the 17th October, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$225.00
To San Francisco and return, 393.75

available for 6 months 393.75

To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 501, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 28, 1889. 1882

MAILS.

MAILS.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 16th October, 1889, at Noon, the Company's S.S. *CALEDONIAN*, Commandant de MAUBEC, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till

the 18th October, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contracts and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, September 27, 1889. 1879

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour *c*.

Shipping or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

SECTION.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. & O. Co.'s Office.
- From P. & O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.

RECEIPT OF late Arrivals and Departures reported to-day.

SECTION.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From East Point to Kowloon Wharves.
- From Kowloon Wharves to North Point.
- From North Point to Gas Works.
- From Gas Works to Green Island.

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- From Gas Works to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's Office to the P. & O. Co.'s Office.
- From P. & O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.

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